

BMHA Newsletter

BICYCLE MOBILE HAMS OF AMERICA



Volume 5, Number 2

Apr/May/June 1994

UPCOMING EVENTS

Dayton HamVention -- April 29 - May 1

Here's the schedule for BMHA's 5th annual Forum.

DATE: Sunday, April 30

TIME: 0830 - 0930

ROOM: 2

This first hour will be an informal session with one forum speaker and in addition we'll get a chance to meet the other forum speakers. The speaker for this session will be John Liebenrood, K7RO, of Portland, Oregon, who will present his techniques for operating HF bicycle-mobiles. John will also show us his plans for a 20-watt SSB rig he is building for his road bike.

TIME: 0930 - 1100

ROOM: 2

FORUM MODERATORS:

Mike Nickolaus, NF0N, and Bob Fudluj, KE8ZJ

FORUM PANELISTS:

Chris Chacron, WB0RSW --

"Hams and the Great Bicycle Ride -- RAGBRAI"

Jim Kortege, NU8N -- "Biking Michigan's East Shoreline"

Elroy Shelley, WB9GIE -- "The QRP Pedalling Machine"

2 METER CONTACT: We'll continue to use 146.575 simplex as BMHA's own secret frequency for communicating at the Ham Arena and for the Lunch Bunch. (Local repeaters are too busy). Put that frequency in your HT's memories and monitor or call at the top of each hour.

LUNCH BUNCH: Let's meet on Saturday for lunch at 1130 at Food Tent 4. Look in your HamVention Guide for the exact location. It's outdoors at the northeast part of the complex.

BMHA Western States Roundup -- May 28

As announced in the last issue, BMHA has been invited to have a "Western States Roundup" on Memorial Day weekend (May 27-30) as a part of the Great Western Bicycle Rally.

The GWBR annually draws 2,000 cyclists to the Paso Robles, CA, area, situated half way between Santa Barbara and Monterey. Over the four-day weekend the program includes 90 different bicycle rides, from an easy 7-miler to a tough 100-miler in the mountains. Centered at the Fairgrounds (plenty of RV and



camping space), the weekend program includes bike clinics, a film festival, mass cookout, and a special wine and cheese tasting party.

Communication on 2 meters: We'll monitor the local repeater 146.880 from Friday noon on -- BMHA'ers can use that for talk-in and for coordination of our various events.

Friday evening a swap meet, along with registration. **Saturday morning** a BMHA ride to and from Star Farm (about 25 miles).

Saturday afternoon from 3:00 to 5:00 we will have our BMHA Forum, where you'll have a chance to show how you use radio on your bike. (Non-hams in particular are invited, and will receive special handouts, in the hope that they will learn the usefulness of ham radio to the bike rider.) In addition we'll have a talk on solar-powered bike mobile operation and a slide show on the Pacific Crest bike tour.

Saturday evening is the Wine and Cheese Tasting Party. **Sunday morning** there's a Rodeo for the young riders -- bring the family. **Sunday evening** is the mass cookout and awards party.

Housing in motels and hotels will be difficult unless you make reservations very early. Camping space for tents and RV's is provided on the fairgrounds. Registration is \$12 per person, \$25 per family. You may obtain registration forms from GWBR, P.O. Box 7000-617 Redondo Beach, CA 90277.

---Ken Wahrenbrock, KF6NC, Forum Coordinator
9609 Cheddar St.
Dunsmuir, CA 95924

ANTENNAS

A "Firm but Flexible" 2-meter Whip

When I started designing this bicycle antenna I had these requisites in mind: Must be flexible enough that when you get on the bike you can swing your leg over without hitting your leg against an immovable object; short enough that you can fit your bike upright inside the back of a van; mounted in such a way that you can lay your bike down in any position without damaging the antenna; rigid enough to avoid loss of efficiency with wind deflection. In other words, I needed a firm but flexible antenna.

I got the idea for my 5/8-wave antenna from an article in an old 73 magazine. (See "A Fortified 2m Whip" on page 98 of July 1979.) This antenna is based on a fiberglass bike safety-flag pole that's then covered with the already-tinned braid from an old coax cable. The antenna goes into a 4" by 1-1/2" lucite base with threaded ends (old drying tube for an air line). The lucite base contains a coil and capacitor for exact tuning. The base is sawed in half to mount the parts and then reglued. Small holes are drilled at the capacitor and whip base areas. After tuning for maximum output with a wattmeter, all parts are permanently and flexibly sealed with silicone sealant.

A short piece of cable goes out the bottom thru a short brass nipple and out over a "U" bracket. The bracket is 1-1/2" high, holds my red safety reflector, and extends underneath the rear rack for mounting with two 1" bolts with locknuts and 1/2 of "Z" folded rubber inside. The mounting allows bending of the antenna tip completely under the handlebars for van loading, yet it's rigid enough for good signal output.



With room to spare, rear rack holds "firm but flexible" 5/8 whip, amp, and gel-cell.

My Yaesu FT-26 HT rides in the side pocket of my handlebar bag. The speaker/mike is clipped on the handlebar bag and can be easily lifted for TX without safety problems of excess cords. The FT-26 is easily removable at rest stops for use off the bike.

Power and output cables are permanently routed to the back rack with a 12 volt 7.5 Amp-Hour gel-cell and an amplifier, mounted on a large aluminum plate as a heat sink. The Bird wattmeter readings are 4 watts output with the Yaesu alone and 20 watts out with the amplifier on. The gel-cell is only down a little in voltage after a normal week's use of only the Yaesu. The battery life is presently being tested for amplifier usage.

The gel-cell was a real bargain: at HamVention last year several stands had gel-cells. Mendelson was selling them for \$1 each, their regular price being \$5 to \$10. My amplifier is a Lanar Electric, #2MA40P, which I bought used for \$40. A good source for used batteries, etc. is R & D Electronics in Cleveland, phone: 216-441-5577.

The gel-cell weighs about three pounds, which seems like a lot for bike use until you consider that I rigged this setup for use on week-long RAGBRAI. As many of you know, on RAGBRAI you're in a tent at night with no place to plug in a charger. And during the day's ride I had my HT running most of the time, and yet at the end of the seven days my gel-cell was still alive. I like my setup!

—Herbert Perrine, WD8DLQ
7422 Mad River Road
Dayton, Ohio 45459

COMING SOON

2nd Annual Pacific Crest Tour Coming Up!

BMHA members who like to tour may be interested in the second annual bicycle ham tour along the scenic Pacific Crest Bicycle Trail, from Aug. 27 through Sept. 4. The Trail is a road-based route that comes as close as possible to the Pacific Crest Hiking Trail that runs from Canada to Mexico.

Last year's tour involved five ham-cyclists, including BMHA members Guy Hamblen, AA7QZ, and the tour organizer, Bill Paul, KD6JUI. The group successfully used solar-powered QRP equipment on 40, 20 and 15 meters for US and DX contacts, in addition to 2-meter HTs. The trip last year began near Mt. St. Helens in southern Washington and ended at Crescent Lake, Oregon. The big surprise was running into a large snow field near Mt. Bachelor at the 6,000-foot level in July!

This year's trip will begin at Crescent Lake and end at Mt. Shasta, CA and will involve 30-mile days on paved and unpaved roads in mountainous terrain. All riders need to be self-supported with camping and cooking equipment — and there are no fees. There is AMTRAK access at the beginning and end of the trip.

A regular monthly updated newsletter is sent to those interested in, or committed to, going. A VHS videotape made from slides shot by the last year's group is available on loan. For more information write to Bill Paul KD6JUI, 337 Estrella Way, San Mateo CA 94403, or call 415-345-7021 (home) or 415-794-6231 (work).

PRODUCT REVIEW

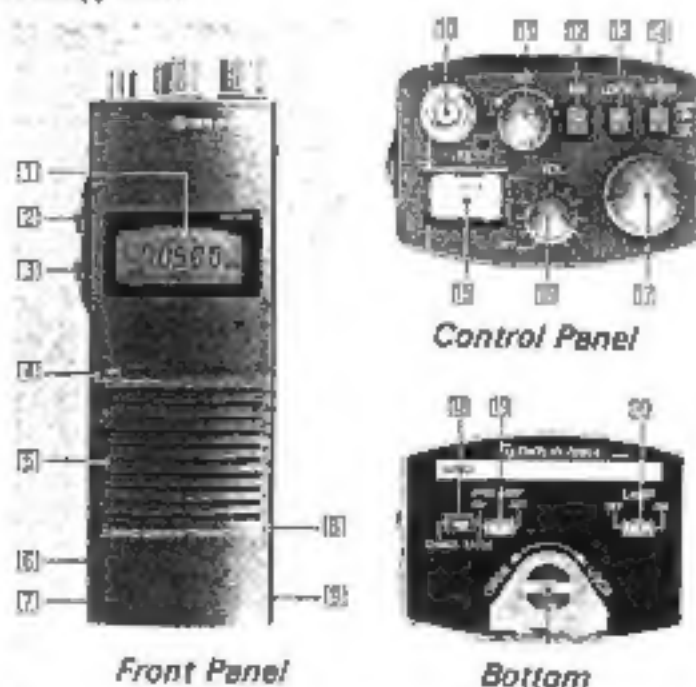
Rare HF Rig Worth Looking For...

Tokyo Hy-Power's HT-750

Until recently, if you were interested in miniature HF CW/SSB rigs suitable for bicycle mobile use, you were limited to either homebrewing one or using the Mizuho series of handy-talkies (now sold by J-comm). I own three of the Mizuho's, and while I've been generally pleased with them, I found they have several shortcomings: The receivers in them are easily overloaded, they have a very limited tuning range (only 40 kHz on 40 meters, for example), fine tuning while riding is difficult (the whole tuning range is covered in 1/2 of a revolution of the tuning knob), there is no sidetone for CW, frequency resolution is only readable to 5 kHz, and they only cover one band per rig.

Features

For these reasons, I was glad to see Tokyo Hy-Power give Mizuho some competition when they introduced the HT-750. This rig is a microprocessor controlled hand-held SSB/CW rig that tunes 7.0-7.3, 21.0-21.5, and 50.0-50.5 MHz in 20 Hz steps. The frequency is displayed to 100 Hz on an LCD display, it has a sidetone for CW, and SSB signals can be fine-tuned even on bumpy roads.



There are 3 tuning rates selectable by a button dedicated to this purpose on the top of the radio. The rates are 20 Hz, 100 Hz, and 1 kHz per tuning-knob encoder pulse. This translates to about 4 kHz, 20 kHz, and 200 kHz per knob revolution. Also on the top of the radio is a button for locking the tuning knob and another button for the noise blanker, a knob for the volume control, and a center-detent RIT knob. Other functions of the radio are controlled by first hitting a function button on the side of the radio a number of times (depending on what you want to change) and then turning the tuning knob until you get to the desired value. Functions changed this way include band, mode (USB, LSB, or CW), CW break-in time (0.1 - 1.0 seconds), and whether the radio beeps when you're changing a function (1).

Other features include headphone, speaker, key, and power jacks, preamplifier defeat, and LCD backlight switches, space for 8 AA batteries, and a sturdy metal case. Power output is 3 watts on 40 and 15 meters, and 2 watts on 6 meters. On CW, the rig can also be keyed by using the PTT switch. Of course, there is an internal speaker and microphone since this is an HT. The dimensions are 2" x 2.5" x 7" (about 1.5 inches taller than a Mizuho). Weight: 1.8 lbs (the Mizuho weighs 1.5 lb.).

Downside

Although the HT-750 is a big improvement over the Mizuho's, it still has room for improvement. There are no memories or even a second VFO (odd for a microprocessor controlled rig), the sidetone has exactly one volume setting (loud for headphone use but OK otherwise), and the receiver is a bit on the thirsty side (125 mA) for a handheld. The receiver is also easily overloaded when the preamplifier is on. Fortunately, the rig has enough sensitivity without the preamplifier for all but the weakest signals. On CW, signals are only attenuated about 30 dB on "the other side of zero-beat", and the passband is about 2 kHz wide. Surprisingly, there is enough room behind the front panel for a homebrew miniature CW audio filter, so all hope is not lost for the CW aficionado.

The worst news of all is that Tokyo Hy-Power has decided to leave the U.S. market (they only entered it around last April). If you're planning on purchasing one of these rigs, you'd better hurry! I would definitely recommend buying an HT-750 instead of two or three Mizuho's, if you're planning on using 40, 15, and/or 6m. I would even recommend it over a single Mizuho, if you're planning on using the radio at all regularly during contests (when lots of rock-crushing signals are on the bands) on account of its superior receiver and band coverage. I bought my HT-750 for \$525, and J-Comm sells the Mizuho's for \$350. If you see an HT-750 on sale (likely since they're leaving the U.S. market), I recommend you get one!

(Ed. note: On 3/23/94, Ross Distrib. Preston ID, ph 208-852-0830, had one in stock, \$525.)

— Russell Dwarshuis, KB8U
417 Barber Avenue
Ann Arbor, MI 48103



FOR SALE

Mizuho MX-18s 17 meter SSB/CW handheld transceiver, including whip antenna. NEW! \$280 shipped. Greer, AASHN, (915) 581-5680 evenings/weekends.

Do you have bicycle-mobile-related radio equipment for sale? Send in a description and we'll run it. Limit of 20 words, plus your name, address, phone. For members only.

GEAR

Problem-Solving in West Texas

When I got my Tech license I splurged for an ICOM 32-AT dual-band HT. From the moment I got it on Oct. 6, 1989, I started clipping it to my belt and taking it along on bike rides. I quickly discovered that rubber duck antennas close to the human body don't work reliably; this launched a long effort to develop something better. Eventually I developed a good antenna system; but using the handi clipped to my belt I still couldn't see the readout panel on the HT to see such basic things as which frequency, band, or power level I was on! Finally, I hit on my present system, which has served reliably for several years. While the procedure is a bit dicey, I have successfully keyed in autopatch codes and made phone calls while en route, although this is not recommended.

My road/commuting bike requirements were as follows:

1. All components had to be quickly removable so I could carry the bike home in bad weather in anybody's car trunk.
2. In accidents/falls the HT should be protected from damage.
3. The radio panel and controls had to be visible and easily accessible while riding.
4. My commute was 17.6 mi one way, which took me about 1 hr. The battery system had to be adequate to handle this load.

My present system satisfies all these in fine style.

Mount for HT... I use Profile aero bars on my road/commuting bike, and realized that the nice hole in the middle of the triangle was an ideal place for my HT. I sewed a special pocket from heavy nylon pack cloth to hold my 32-AT right in front of my eyeballs. The radio pocket is supported by a loop of webbing around the top of the bars. Ties of the same



webbing and a D-ring hold the bottom of the pocket under the bars and over the stem. This suspension system makes it impossible for the handi case to hit the bike frame on hard bumps.

Bikes are subject to very high G forces going over bumps. In 1989 I felt the pounding was too much for my expensive HT. Later, after it was dropped 3 feet onto a concrete floor and showed almost no damage, I realized it was not all that delicate. Attached to the bike it still gets a good shaking, but in 1.5 years I have noticed no deterioration in radio performance resulting from this mounting system.

Antenna setup... I use a Larsen 2/70 dual band mobile antenna, mounted on an SO-239 coax connector. Four old bike spokes tipped with screw-on lead fishing sinkers attached to the corners of the SO-239 form a 15.0 in diagonal simulated ground plane for the antenna. The spokes are bent upward about 4 deg for best performance. This system has so little reflected power



that I can reliably hit the Midland 146.76 club repeater from Odessa Loop 338, about 15.5 miles away, using only one watt output power. Before I evolved this antenna system I carried a 2.5 lb Power-Sonic gel cell in my backpack because transmitting on 5 watts ran my big HT battery down before I got there; now I use the heavy battery only in special emergency situations. My big HT battery took me one way with no trouble, and I could recharge this battery partially before the trip home.

Mounting the antenna... The antenna SO-239 is attached to a sheet aluminum bracket which wraps around a 7/16 in dowel and is held on by small automotive (gas line) hose clamps. The dowel is tapered where the lower end fits into a short section of aluminum tubing. The tubing is attached to the

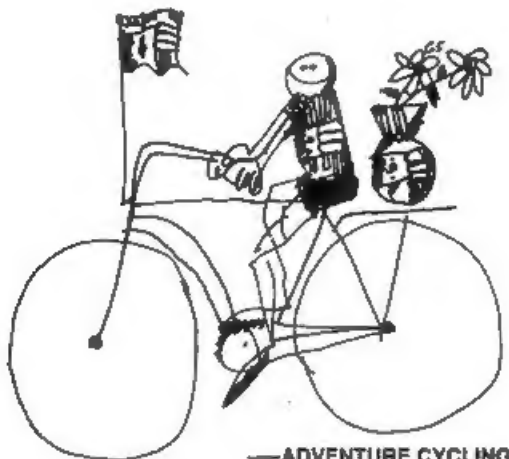
back and seat stays using black electrical tape backed up with crossed tie-wraps. I use a short piece of parachute cord to prevent fore-aft vibrations of the antenna mount. This antenna mount is quite flexible and has a sideways resonance at about 113 RPM, but I avoid that cadence. I had to strengthen the bracket with a piano wire brace so it wouldn't fatigue in half, and use tie wraps and silicone cement to hold the coax to the dowel so that the soldered connections didn't fatigue loose. With those mods, it works fine.

Beware of reflective tape near the antenna loading coil! One day I got into night-riding safety and put reflective tape all over the bike and accessories, including on the rear side of the antenna coil. My antenna system almost quit working entirely. When I performed tests and started removing strips of the reflective tape from the coil, the reflected power went down with each portion removed. When the reflective tape was entirely removed from the coil, the antenna performance returned to normal. That was how I learned that my reflective tape had METAL reflective material imbedded in it!

West Texas repeaters... Midland-Odessa is a little bleak in some ways but it is rich in amateur radio facilities. We have a number of local repeaters in both Midland and Odessa, and two linked systems, the West Texas Connection (WTXC) and the West Texas Lynx System (WTLS), and a 2/10 remote base for long distance HF communications. While bike-mobile on my way to Odessa to work, I once talked with a ham who was driving to work in Philadelphia PA! Through WB5RXA and N5POB we have also had NASA Select coverage of the Space Shuttle, which adds a nice, other-worldly experience to biking. I appreciate the club repeater autopatches in Midland and Odessa because I can place 911 emergency calls from anywhere I ride, to help in case I come across an accident or need help.

The WTLS covers 100,000 sq miles in West Texas. Most of the time these linked systems have very low duty cycles, so they are easy to get on. We have some of the best ham facilities in the country in West Texas, and very few people per square mile. Ham radio makes the country seem more friendly. I can talk or listen to other hams and the miles go by much more enjoyably.

---David M. Eggleston, K1JAS
1605 W. Tennessee
Midland, TX 79701



—ADVENTURE CYCLING

BMHA NEWSLETTER

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We welcome articles, suggestions, letters, announcements, photos, artwork --- anything pertaining to bicycling while operating an amateur radio, or vice versa.

Submitted material will be edited for clarity and, if necessary, shortened to fit space constraints. Material should be submitted before Mar 1, June 1, Sept 1, or Dec 1 for inclusion in the ensuing issue.

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ABOUT BMHA

For the information of our first-time readers

Bicycle Mobile Hams of America got its start when a "Stray" in the June '89 QST magazine asked to "get in touch with hams who operate their radios while bicycle-mobile, or while in any other human-powered conveyance", signed by Hartley Alley, NAOA. Twenty five hams responded, filled out questionnaires, and received a summary of the collected data.

In April of '90 we had our first BMHA Forum at the Dayton HamVention. We played to a packed house, overflowed the room, and added 54 names to our mailing list. Our three subsequent forums have drawn increasingly larger audiences, and now BMHA is established as a "regular" at this world-renowned event.

This is the fifteenth issue of our quarterly newsletter, which has become the clearing house for the exchange of info and ideas for the hams who go on the air from their bicycles. Since the last issue of this newsletter we have added 12 new members. The total membership now stands at 330, with members in 41 states, and six countries.

BMHA membership puts you in touch with a friendly and helpful group of bike-riding hams. You'll make contacts through our membership directory, packet address list, bi-weekly net on 20 meters, annual meeting and Forum at the Dayton HamVention, and of course through the BMHA NewsLetter, which has articles on bike trips, antennas, other gear, operating tips, etc. Membership application blank on the next to last page.

PROFILE

Mary B. Duffield, WA6KFA

2355 Brommer St., #23, Santa Cruz, CA 95062

Age: 76

Occupation: Retired teacher, full-time volunteer teaching ham radio in local schools

Been a ham: 18 years, has a general license

Been Biking: 55 years

Most miles ridden in a day: 37

Bicycle: ReBike recumbent

Ham gear on bike: Yaesu dual-band (2 meters, 440 MHz)

Antenna: Hustler whip, used also as a safety-flag mast

Ham club: Often heard by other BMHA members on the K6FB (145.450) repeater, serving the San Jose and Santa Cruz, CA areas. This repeater is one of her favorites for introducing new students to ham radio.

Quotes: "People are always amazed that I am biking around so gleefully at 76...but I think the main reason I am so healthy and life-loving is because I have not even owned a gas guzzler for 25 years!"

"Hamming and biking gives me a miraculous sense of security. I never feel isolated and threatened with my mike on my jacket and 200 hams in the county ready to ride to the rescue if anything should happen to me."

"Before you die, you MUUUST cycle the California coast, with its heartbreakingly beautiful vistas and lighthouse youth hostels."

Living in picturesque Santa Cruz, Mary spends her days full-time as a volunteer teacher of ham radio in FIVE local schools, and then takes groups of 40 or 50 students bicycling through the coastal network of Youth Hostels. She talks of "boatloads of friends", and means it literally, as some of her first hamming experiences were when she sold her home, bought a boat, and went maritime mobile. She used this boat to take her students as far as Mexico, Panama, and Venezuela, and eventually donated it to the Sea Scouts to continue this work.

Mary is well known for her work with students — her friends call her "Planetary Mary" for her focus on "getting all of the kids on the planet to work together". She has teamed with Ben Deovlet, W6FDU, to form the Redwood Youth Foundation, a non-profit organization which brings ham radio and other experiences to high-school youth.

These days, Mary usually takes shorter rides (20-25 miles), but does so in style! She visits many Pacific Coast lighthouse youth hostels, usually with school groups in tow. She uses 2-meter radio to keep the group together on the journey, and has used 2-meter packet radio to send messages back home for youth hostel guests who were from faraway places. Her farthest HF contact was 1800 miles to Mexico, while operating 10 meters from the top of a lighthouse — which surely gets the vote for the "most picturesque Ham Shack" award!

Understandably proud, Mary takes credit for motivating a young man from Grenada whom she helped with both his ham license and his 8th grade studies — he is now at Cornell

University, and attributes much of his progress to Mary's gentle guidance and the stimulus he received from ham radio.



Seated on her faithful recumbent, Mary Duffield, WA6KFA, does a dockside demonstration of her dual-band HT.

Finally, as an afterthought, Mary adds, "Something I've always wanted to do with kids is to organize a triathlon ... with the kids starting out on a jog, piling into rowboats, then bicycling to some special place ... all the while competing for QSOs via HTs (carefully padded and waterproofed HTs...)" Anyone ready to try for DXCC while tri-mobile?

Well done, Mary!

—Skip La Fetra, AA6WK, asst. editor
1614 Peacock Avenue
Sunnyvale CA 94087

NEW MEMBERS

We're pleased to add these names to our Membership List:

Bartus Allen, 935 E 216th St, Bronx NY 10469
Robert Alterbaum, WF2C, 5420 Shady Oak, Ft Lauderdale FL 33312
Pierrot Couch, N6MSY, 269 Rome Place, Hayward CA 94544
Ian Earhart, K5PSO, 304 E 5th, Austin TX 78701
Ernst-Jan Eylers, PA3FXS, van Slingelandtlanen 23,
Woerden 3445 EK, The Netherlands
Bill Hariu, N4ZZB, Rt 2, Box 82-1, Ruckersville VA 22968
Marshall J Kiel, KP9SU, POB 344, Tomah WI 54660
Howard A Knost Jr, W6BZT, 510 Wilson Ave, Taft CA 93268
Brian R Olson, N0XFE, 1550 E 80th St, Bloomington MN 55425
Richard G Redoutey, WA8UMT, 24356 Hampton Hill, Novi MI 48375
Ken Reitz, KC4GQA, Rt 5 Box 156 A, Louisa VA 23093
Alan Schoberg, WQ0J, 1412 N 11th St, Moorhead MN 56560

With traditional ham friendliness, make contact with these new members, welcome them to BMHA, and help them with any problems they might have.

BMHA NET....ON 20

BMHA Net Pedals into the Summer!

Hey, the snow is disappearing here and I already have 200+ miles on the bike. It sure feels good to get out into that nice warm 30-degree weather. Gives me a chance to test out my cool weather gear too. Actually we have had some nice 40- and 50-degree days and the riding has felt really good.

The new added time for the BMHA Net has been working quite well. Although I haven't made each and every one of the 2000 UTC nets, I have listened a number of times and have heard quite a bit of activity. Let's plan to continue the 2000 time during the summer. I know many of us might be out riding, however for those times when you might have inclement weather or when you're just tuckered out from riding that Saturday Century, it's a good alternate time. In addition, we will of course continue to meet at the regular time of 0000 UTC.

To sum up: the BMHA Net will meet at 2000 UTC and four hours later at 0000 UTC, on the 1st and 3rd Sunday of each month, at the usual frequency of 14.253 (plus or minus the QRM).

I want to thank both Jim, NU8N, and John, K7RO, for helping out on the net when I'm not able to make it. They both have a very good signal and have been able to "hear what the other can't". My helmet is off to them for a job well done.

Looking forward to meeting all of you at Dayton, where we can meet and have an eyeball QSO. Meanwhile, keep pedaling on those hard narrow saddles. I'll be thinking of you as I pedal away the miles on my soft and comfy recumbent seat!

—Mike Nickolaus, NF0N, BMHA Net Control
316 E. 32nd St.
S. Sioux City, NE 68776

GETTING STARTED

Tips for Beginners

HT Batteries, a Headache?

Your new 2m handheld will come with a nic-cad battery and a 110-powered charger for it. That setup will work fine, except when your battery goes dead and you can't get to a 110 outlet — such as on the road cycling, or camping, or overseas (where 110 will probably not be available). And when you do get to a 110 outlet it'll take 4 to 15 hours to charge the nic-cad.

So what you should add to your gear is a battery case (especially-made for your brand of HT) that holds six "AA" batteries. It will be the same size and shape as your nic-cad battery. Weight will not be a problem: six of the batteries weigh four ounces, the case alone weighs just two ounces. You'll find that the AA's last longer than the nic-cad. And you can buy AA's anywhere in the world, at most any time of day, especially in the always available 7-11 type of store.

(This idea suggested by Tom Blanchfield, K9IEK, of Palos Hills, IL. For further discussion, see BMHA NewsLetter, April '92, for Stan Hunting's (KF0LA) fact-filled piece about his group's bicycle-mobile adventures in Bavaria and Austria, titled "Beeps, Bikes and the Beautiful Blue Danube".) ---Ed.

Back Issues Still Available

You may purchase any of the fourteen back issues of the BMHA NewsLetter for \$1.75 each, postpaid. For info on the contents of the various issues send a business-size SASE to: BMHA, POB 4009, Boulder CO 80306, and ask for the Index of Back Issues. This service available to members only.

Membership Application

MemAPPL3.wps 5 15 93 /100 /dlc /pc /newmem /pac /ape /mvr /Q's /rost /twlc /serv
BICYCLE MOBILE HAMS OF AMERICA date _____
Box 4009, Boulder, CO 80306

Individual \$10 _____ new member? _____ renewal? _____
(US or Canada)

Family \$15 _____ Foreign \$15 _____ Donation \$ _____
(limit: two persons)

Make check payable to BMHA, in US dollars or international money order.

Name _____ Call _____

Address _____ License Class _____

City _____ State _____ Zip _____

Age _____ Most miles bicycled in one day _____

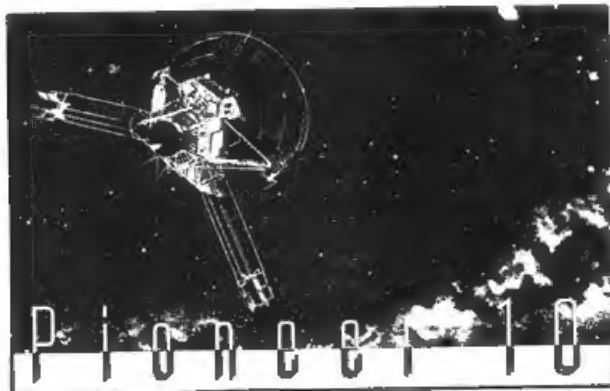
BMHA's Official Logo

The next time you need to order new QSL cards, don't forget to include the BMHA logo in your design. Here's the official logo, as designed by Russ Dwarshuis, KB8U.



QSL CORNER

Have you ever worked a space probe via Amateur Radio? Have you ever done so from a bicycle? On 2 meters? As this QSL card shows, it appears that I have...



The true situation is more believable, but still fun. In April of 1992, NASA Ames (in California) hosted a special event station commemorating the 20th anniversary of the launch of the Pioneer 10 space probe. Since they are nearby, and were running a 2-meter station as well as the usual HF one, I thought it natural to work them from a bicycle. I was their only bicycle-mobile contact — (see below).

<small>Pioneer 10, the first man-made object to go beyond all the planets. Launched March 2, 1972, NASA's most distant spacecraft is 5 billion miles from Earth on March 2, 1992.</small>						Place Postage Here
<h3>20th ANNIVERSARY</h3> <p><i>Thanks for your support. You were our only "bicycle" contact! Looks like you have a nice setup on the bike!</i></p> <p>73's</p>						
RADIO	DATE	UTC	RST	2-WAY	MHz	
AA6WK	MAR. 1, 92	1716	5/9	FT	2 MHz.	

I do love this QSL card. Since it doesn't mention that the special event station is really in California, you get the

impression that the card comes from the space probe itself, which on that date was **5 billion** miles from Earth! Quite a haul for 3 watts on 2 meters. Think it will be accepted for DXCC-Outer-Space?

—Skip LaFeira, AA6WK
1614 Peacock Ave.
Sunnyvale, CA 94087

Got a note from member Bill Vodall, WA7NWP, with this picture of him and Ivy, NOSSF, showing how they notified the passing traffic that they are indeed hams.



Photo by Bobbi Lindquist, KB0SVB

Hi! We survived Canada. Tried to eat all the steaks they had, and almost succeeded. Final stats for our first bike loop was 960 miles in 5 weeks, 69.9 miles on best day. Lots of 2-meter QSO's, some packet, and one QRP 40-meter contact -- all the way across Calgary! Looking forward to seeing everyone at Hams lunch. 73's, Bill Vodall, WA7NWP, POB 75, Kevin MT 59454.

BMHA NEWSLETTER

MAILING WPS

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Address Correction Requested

First Class Mail